

EXPERT TO TRAIN ALL NEW FIREMEN STARTING MONDAY

(Continued From First Page.)

were undecided what our answer would be, but because we wanted to let the citizens of Memphis know just what our attitude was and our reasons for declining this offer.

"There can never be a union fire department in Memphis again. Not because unionism is wrong, but because it has no place in a city government. This was clearly demonstrated by the action of the former firemen in resigning in a body and leaving the city of Memphis without fire protection."

"The question of pay is a just one insofar as the amount is concerned and the city administration is willing to concede that the firemen were inadequately paid, but we had gone to the limit permitted by the city charter and we made every suggestion that we could to appease the men by suggesting that we purchase their equipment. This was declined and the men resigned."

"The very proposal which was submitted to us on Friday again demonstrates that the question of increased pay is not the main issue for the firemen by accepting the proposal abandoned their demand for increased pay until the next session of the legislature. Their action only shows clearly that because the union said so they would and would leave the city unprotected and because of this we have determined that there must never again be a union fire department."

Commissioner Esqar concurred heartily in the statement of the mayor and reiterated the determination of the city to do away with a union.

Decision Is Final.

The statement in reply to the proposal covers the ground fully, in the opinion of the mayor and the commissioner and is the final answer of the city administration to the citizens of Memphis insofar as the resignation of the firemen is concerned.

There will be no further conferences or discussion of whether or not the resigned firemen will be taken back. That is ended. Memphis was without a fire department at noon Thursday and all future effort will be directed solely toward the organization of a new department.

Many of the men now applying for permanent places will be given an opportunity to qualify for positions as captains and officers. There will be 36 vacancies to be filled and the men who are now going in and who demonstrate that they are capable, will be given preference for these higher salaried places.

Under the present plan the new department will in all probability be given salary increases as soon as the legislature can amend the present law so as to permit the city to boost wages.

Supply Is Ample.

Uniforms consisting of hickory shirts and overalls have been issued by the city to the new firemen. The supply of volunteers is more than sufficient. Many who registered for service are complaining because they have not been assigned to duty.

In the 18 hours that have elapsed since members of the fire fighters' union resigned, the volunteers have learned what their duties may be in a general way, and the three shifts are reporting for duty promptly and without confusion, and the operation of the volunteer department as it stands today is as smooth as could be desired.

Merit will determine the personnel of the new department. There will be no seniority rule as required by the firemen's union. The firemen's training school will be conducted just as long as it is needed.

One or more of those who are given permanent places and who demonstrate ability may be sent to some of the larger cities for a period to study new methods and later returned to Memphis to instruct other members of the department. The course was pursued by Commissioner Edgar in the police department, when Detective Lieutenant Walter Hoyle was sent to the New York police school.

Many amusing things take place daily at the various stations which are the volunteer force delight in relating to callers. At many stations the firemen are given delicacies throughout the day by residents of the neighborhood. Big brothers, fathers, uncles and

other volunteers are the envy of the small boys, who always have found fire fighting apparatus a thing to be regarded highly and who look upon a fireman as one of Dame Fortune's favorites.

Many former service men are to be found at the stations. Some of them handled army trucks, military tractors, airplanes and other automotive apparatus during the war and overseas. Sedate business men, grown gray in offices, are finding in their service as volunteer firemen an outlet for a long pent-up desire to ride upon a fire truck as it dashes madly through the streets, with gongs ringing. The principal complaint is that there are too few alarms

and they feel that they are not getting their fair share of excitement.

Occupy New House.

A new fire station was occupied for the first time Friday, when 18 men under the leadership of C. A. Archer, took charge of an engine and pumper sent from headquarters to the new fire house at Decatur street and Faxon avenue. This station is officially known as engine house No. 15.

J. B. Burgess, night shift driver of a big truck at headquarters, was pilot of a navy hydroplane during the war, and George R. James, in charge at that station, declares that when an alarm is sounded Burgess refers to it as the

signal for "hopping off." In addition, Mr. James says Burgess drives the truck to the fire as though he were trying to gather sufficient speed to leave the ground rather than keep all four wheels down.

Chief J. W. Fisher and eight men, all of whom were connected formerly with the fire department at the Nashville powder plant, declared Saturday that they were not here in any sense as strike breakers, but only to protect life and property. They are staying at a hotel, wearing civilian clothes and answer calls by automobile.

The city hall Saturday resumed its normal routine with one exception. Since the firemen handed in their res-

ignations most of the city commissioners and department heads have been away from their offices devoting all their time to organization of the volunteers. Only the clerks, stenographers and book-keepers were left, but Saturday the city's house was in order. There wasn't a ripple on the surface to denote that anything unusual had taken place.

Mayor Paine remained at Commissioner Edgar's office throughout Saturday and kept in touch with his own office by telephone and messenger. Telephone calls from citizens kept the telephone in the mayor's office busy during the morning, congratulating the executive upon the stand taken by the city and the work that has been done

so far to protect property. These phone calls were supplemented in many instances by personal calls and also telegrams from other cities. As the noon hour, official closing time for the city, approached, the report went down the line in a confident tone: "All is well."

AFGHANISTAN CLAIMS MOSLEM LEADERSHIP

CONSTANTINOPLE, July 17 (AP)—Associated Press—Afghanistan

claiming to be the greatest Moslem country and the emir of Afghanistan is working to succeed the sultan of Turkey as commander of the faiths, according to rumors reaching this city from Ankara, where a series of Pan-Islamic conferences have been in session several months.

This congress, in which representatives of Afghanistan, Syria, Turkey, Arabia, India, Persia, Azerbaijan, Crimea, Egypt and Tripoli are participating, is said to chiefly concern with filling the office of commander of the faithful in such a manner as to unify the Moslem world. A few weeks ago it was agreed that the post should go

to the leader of the chief Moslem nation, and Turkey's right to the leadership was not challenged. Since Greek forces have advanced into Thrace and Asia Minor, however, it is reported that Afghanistan's claim for first place has been put forward.

The Moslem congress apparently is a continuation of the plan for consolidation of the Mohammedan world, originated by Enver Pasha, former Turkish minister of war and leader of the Young Turk party, and fostered by the former imperial German government. It has been in close co-operation with the Turkish nationalist chamber.



Essex Takes Hundreds of Famous Records in Nation-Wide Tests

In Every Locality It Now Holds the Coveted Records for Every Type of Car Performance—Economy, Speed, Endurance, Acceleration, Hill-Climb and Reliability

IN A SERIES of the most dramatic tests ever made to prove motor car efficiency, Essex cars in all parts of America during the week of June 27th challenged and took practically every important record.

Six new cars, taken just as they came out of production, were driven at top speed from Detroit to Chicago, 303 miles. The fastest time was 8 hours 8 minutes. Time for the last car to arrive, 11 hours and 3 minutes. An average for it of 27 miles per hour.

One owner who had driven his car 38,000 miles put his Essex over Wisconsin dirt roads during a heavy rain, a distance of 90 miles in 2 hours, 4 minutes, which was better than 44 miles an hour.

A Denver owned Essex with 22,000 miles to its credit proved its easy riding qualities by carrying 288 crates eggs strapped to the rear seat. The car traveled 3,828 miles over mountain roads in a 6-day non-stop motor performance. Only 40 eggs were broken.

Owners' Cars Showed Economy and Speed

Still another Essex that had covered 19,000 miles in automobile rental service and on the original fabric tires from a standing start, topped El Paso's most difficult hill at 49 miles per hour. The best previous record was 36 miles per hour.

In Des Moines, two cars, one the privately owned Essex that had previously gone 7,000 miles, the other one which had set a 24-hour record over country roads, combined, they traveled 4,816 miles in 144 hours on non-stop motor running—during the 6 days the cars were stopped 2,137 times and carried 1,602 passengers.

At Dallas, Texas, an Essex which had seen 12,000 miles of service, established the world's dirt track record by covering 1,261 miles in 24 hours—average 52½ miles an hour.

An Essex Sedan, fully loaded and on original tires that had carried the car 15,000 miles, traveled 221 miles over Maryland hills, averaging 23 miles to the gallon of gasoline.

A Columbus, Ohio, owner drove his 10-months-old Essex which had gone 16,000 miles to Washington, D. C., 403 miles in 11 hours, 4 minutes. The crack

Pennsylvania Railroad train requires 15 hours, 34 minutes for the trip. An Essex traveled 80 miles in 88 minutes from Buffalo to Rochester, N. Y. The roadway is 12 miles longer than by rail—Essex time 4 minutes longer than that of the fastest train.

24 Cars in One Economy Run

Economy was shown in Connecticut by 24 owner-drivers, 12 going over the Mohawk Trail and the Hoosac mountains. The other 12 traveled a coast route. The winning car averaged 24 miles to the gallon of gasoline. Average for all 24 over 216 miles of route, for each was 18.7 miles to the gallon. One car had seen 35,000 miles of service and averaged 21.2 miles to the gallon.

A Hastings, Nebraska, woman drove an Essex from Hastings to Lincoln, Nebraska, 109 miles, averaging 29 miles to the gallon.

Four women drove from Los Angeles over the coast route to San Francisco and return via the Inland route with an average of 22.3 miles to the gallon of gasoline—no stop for any mechanical reason. A car starting from San Francisco made the round trip of 843 miles in 33 hours, and averaged 24.5 miles per gallon of gasoline.

Also Takes Famous Hill Climb Records

The Rim O' the World Record, in San Bernardino Mountains, was taken by Essex, climbing nearly 5,000 feet elevation over 8.8 miles of difficult mountain road in 17 minutes. An Essex defeated 19 other entries in the Sacramento, California, dealers' reliability run over the Sierra Nevada Mountains—distance 261 miles—24.25 miles per gallon of gasoline.

And in Utah 28½ miles of mountain roads with heavy grades, climbing 4,528 feet, an Essex carrying 3 passengers made the run in 52 minutes. The best previous record was 66 minutes. Another Salt Lake owned car with 10,000 miles to its credit in 1 hour 20 min-

utes traveled 50.7 miles. The best previous record for this route was 1 hour 37 minutes. Through a blinding snow-storm over Tioga Pass with an altitude of 9,941 feet and over grades of from 6% to 37%, Essex traveled 432 miles, averaging 15 miles to the gallon, and using 3 pints of oil. It ran several miles hub-deep in mud and towed another car containing 5 people, itself carrying 950 lbs. of weight and one passenger.

Essex is the first and only car to climb 35th Street Hill, Washington, in high gear and the Tilden Street Hill from a standing start. It crossed the top at 51 miles per hour. The same car towed a loaded 6-ton truck 16 blocks up this hill.

49 Cars Average 18.9 Miles per Gallon

Gasoline records were kept on 49 cars used in every kind of test from the dis-

tance covered on a measured gallon of the six-day non-stop performances. It included hill climbs of the most sensational character and inter-city runs in all parts of the country over all kinds of roads in all kinds of weather and at speeds from 5 to 72 miles an hour. Some were brand new cars. One had already traveled 34,000 miles. The average was 18.9 miles to the gallon.

The above are but a few of the records made. Every locality now knows Essex for the accomplishment of some great feat. They know it for its speed, its hill-climbing ability and its flexibility and endurance.

In a thousand ways it has proved its supremacy in every imaginable test.

To list all records would require pages of newspaper space. It would apply to hundreds of cars. Some belong to owners who made the trials in a spirit of sportmanship.

Now, Is There Anything Left For Essex to Prove?

Was greater proof ever submitted? Here in one week every kind of performance ability has been established by Essex. They cover not only the cars used in the hundreds of tests of all descriptions, but their performance was so consistent that they bespeak similar abilities for more than 40,000 Essex cars as their owners know them.

Every question has been answered by Essex.

Men were long ago forced to recognize Essex performance. It is common remark that it is the speediest, quickest car on the road; and now, in face of these performance, who can doubt its stability?

Can Essex be second choice to any who want the economy which comes with light weight and the beauty, performance and luxury which comes with costlier cars? The Essex can be obtained at a moderate price.

No wonder its sales have also set a new record!

Watch the Essex

MEMPHIS MOTOR CAR CO.

987 UNION AVENUE

DISTRIBUTORS

PHONE HEMLOCK 6100

JULY 1, 1920 Sixty-Second Semi-Annual Report OF THE American Building, Loan And Tontine Savings Association

Home Office, 119 Madison Ave.

MEMPHIS, TENN.

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STATEMENT JULY 1, 1920.

ASSETS.

Loans, actual cash	\$1,260,525.00
Real estate notes	137,407.50
Insurance and taxes advanced	15,588.70
Sundry accounts	2,514.31
Real estate	6,803.00
Liberty bonds	115,000.00
Special deposits	15,827.00
Cash on hand	15,528.77
Total	\$1,589,877.29

LIABILITIES.

Installment shares and dividends	\$1,262,133.46
Paid-up shares	188,451.65
Incomplete loans	17,677.18
Accounts payable	1,680.64
Contingent fund	34,471.33
Undivided profits	83,443.73
Total	\$1,589,877.29

We hereby certify that the above statement with the books of the association, and find it correct.

C. E. BARBOUR,
A. W. NEWSON,
R. L. MATTHEWS,
Executive Committee.

Bank Depositories: Union & Planters Bank & Trust Co., Security Bank & Trust Co.

CLASSES OF SHARES NOW

ISSUED:

Installment—Shares, \$100 each; dues per month on Class A, 50 cents.
Paid-Up—Cash dividends paid semiannually; shares \$100 each.

DIVIDEND NOTICE.

Memphis, Tenn., July 7, 1920.
Dear Sir:—At a meeting of the board of directors held this day, a semiannual dividend of 4 per cent was declared out of the earnings and accumulations of the past six months, and ordered to be credited pro rata on all shares in good standing and entitled to same on July 1, 1920.

By order of the board of directors,
T. C. ASHCROFT, President.

W. M. T. OUTTEN, Secretary.